

**APPROVED**  
**MINUTES OF THE MEETING**  
**3 May 2001**

Projects Reviewed

Convened: 8:30am

University of Washington Campus Master Plan  
Pro Parks Briefing  
Metro and Sound Transit Bus Shelters  
Marine View Drive Landslide Mitigation  
Genesee Playfield  
Lower Woodland Playfield

Adjourned: 5:00pm

Commissioners Present

Donald Royse  
Tom Bykonen  
Ralph Cipriani  
Jack Mackie  
Cary Moon  
David Spiker  
Sharon Sutton  
Tory Laughlin Taylor

Staff Present

John Rahaim  
Layne Cubell  
Brad Gassman  
Sally MacGregor

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**3 May 2001 Project: University of Washington Campus Master Plan**

Phase: Street and Alley Vacation Discussion

Previous Review: 4 January 2001 (Pre-Petition Street Vacation)

Presenters: Lee Copeland, Weinstein Copeland Architects  
Theresa Doherty, University of Washington

Attendees: Jan Arntz, University of Washington  
Brodie Bain, Weinstein Copeland Architects  
Beverly Barnett, Seattle Transportation (SeaTran)  
Ryan Durkan, Hillis Clark  
Matthew Fox, University District Community Council  
Jess Harris, Department of Design Construction and Land Use (DCLU)  
Teresa Richmond, Washington Attorney General's Office  
Rich Schipanski, Huckell/ Weinman Associates

Time: 2 hours (SDC Ref. # 170 | DC00207)

**Action: The Commission commends the University for addressing the Commission's concerns about future street and alley vacations envisioned as part of the University of Washington's 10 year Campus Master Plan, and would like to make the following comments and recommendations.**

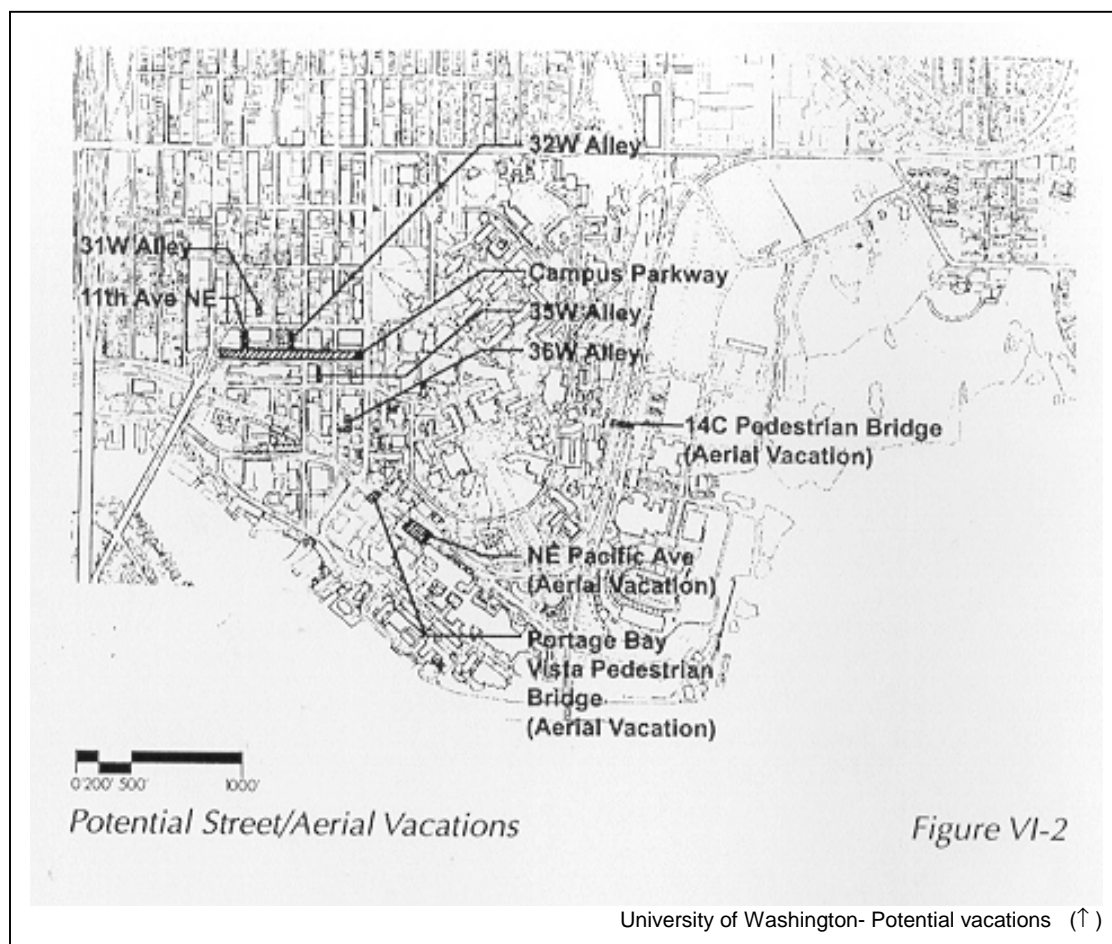
- The Commission recognizes that growth must occur and urges the proponents to exploit the opportunities of a Master Plan as a proactive tool and a chance to propose a broad and comprehensive set of public benefits along all of the University's edges;
- while the proponents are not filing street vacations in conjunction with the proposed Master Plan, the Commission appreciates the opportunity to provide input on the general framework and set of considerations for the team to examine when and if they do pursue vacations in the future;
- understands the difficulties caused by incremental funding for the development of individual projects and the uncertainty of many potential vacations;
- suggests that, as the incremental projects are developed, the totality of the campus design be kept in mind and brought forward in the discussion of the incremental projects;
- would like to re-emphasize the Commission's previous actions, in particular the discouragement of street and alley vacations, and suggests that the initial planning for buildings be done with these precepts in mind;
- encourages consideration and development of non-vacation options with the same enthusiasm and creativity given to vacation options;
- for any vacation review, the Commission will look for an analysis of the surrounding properties in full, approximately a nine-block radius or broader community as appropriate, rather than just an examination of the abutting edges;
- recommends that the existing and proposed architectural modulation be used to articulate the street edge and neighborhood connections, rather than relying on discreet internal building and development needs;
- suggests that a listing of public benefits proposed by the neighborhood plans

and general public be included in the Master Plan, with particular emphasis on opportunities for partnering the “town with the gown;”

- encourages the proponents to incorporate a section in the Master Plan that outlines and designates responsibility for those improvements that cannot be partially or fully funded by the University; and
- suggests that Northeast Pacific Street be given extensive consideration, not currently shown in the Master Plan, to be developed as a pedestrian corridor and not strictly as a vehicle corridor, in recognition that the University might avail itself of the master planning process to improve the overall environment.

At a previous Commission meeting, the University of Washington (UW) presented an outline of proposed street, alley, and aerial vacations contained in the Draft Master Plan. At this meeting, UW received feedback and questions to further develop a street vacation package and street vacation petition for further comment.

For this follow-up briefing, the team presented an update on the planning process, sought ideas and comments on the workplan for future discussion of design issues as they relate to street vacations, and continued the discussion about public benefits and how UW can be responsive to this issue in future street vacation requests. UW anticipates issuing the proposed Final Master Plan this summer. The Master Plan will be reviewed by the Department of Design Construction and Land Use (DCLU), after which, it will be submitted to the Hearing Examiner who will hold a public hearing and report to City



Council. Since the previous Commission meeting, UW has also examined comments on the Draft Master Plan from the public. UW has worked extensively to reach out to the community for input and ideas through workshops and public meetings, and UW has used these comments to help create the Draft Master Plan.

After reviewing the City of Seattle Street Vacation policies, UW has decided not to file a street vacation petition in conjunction with the proposed Final Master Plan. The team does not have enough information now about the design or program for the buildings that require vacations, and cannot effectively complete the petitions now. Under the City of Seattle street vacation policies, proposals such as major institution master plans may be filed prior to the associated vacation petitions if the development involving the vacation is not imminent and the vacations are not necessary to the land use proposal. Several street, alley, and aerial vacations have been identified with the development of seven of the potential development sites, but the major proposal is not dependent upon potential vacations. While UW will not be filing vacation petitions at this time, the range of potential vacations will be included in the Master Plan for purposes of disclosure. This vacation section will also include a general description of the alternatives, and a set of guiding principles that should be considered in any future vacation request. The team presented the consideration section, seeking feedback. While most of the Commission's concerns are not fully explored within the Master Plan, they are touched upon.

The team plans to address the need for public benefit, and the way by which UW can contribute to the greater community, and specifically, how each of the vacation requests benefit the community surrounding UW. The team presented brochures that chronicle many UW public benefits for the local, regional, and state citizens. The team also recognized the need and opportunity to provide the surrounding community with additional open space that could be design to open towards the neighborhood and blur the distinction and soften the edges between Town and Gown.

Because the team will not petition for vacations in conjunction with the Master Plan, they have developed an overview section in the Master Plan to provide guidance for the possible future vacation. This overview addresses purpose, timing and the scope of the future workplan that will be followed when the vacations are proposed. Each potential vacation outline contains the background, alternatives, and considerations for the vacation.

**Campus Parkway-** While the draft Master Plan identified this as a potential vacation, UW received many comments suggesting that this should be reconsidered.

**Alternatives:** Consolidate traffic on the southern alignment creating more usable open space. The two potential development sites extended slightly south into the existing public right-of-way, while one open space increased. A second alternative proposes southern alignment, and the public open space is expanded north of the right-of-way. Only one potential site would extend to the right-of-way. The team also identified a no vacation alternative.

**Considerations:** The team studied the University Community Urban Center Plan (UCUC). The team recognized many considerations to address, including circulation and access, light, air, open space and view, design, pedestrian environment, land use, and public benefits.

**NE Pacific Street Plaza and Bridge Building-** The development of a landscaped plaza and bridge building that crosses NE Pacific Street to help improve connections between South and Central campus and public access between the Burke-Gilman Trail and the waterfront.

**Alternatives:** A building that bridges over NE Pacific Street with an extended terrace and

landscaped open space connected to a major development site to the north. The team identified a no vacation alternative.

**Considerations:** The team recognized many considerations to address, including circulation and access, light, air, open space and view, design, pedestrian environment, land use, and public benefits.

**11<sup>th</sup> Avenue NE- West of Condon Hall-** Is currently a dead-end and used only for service and access for parking. A stairway connects this street with NE Campus Parkway.

**Alternatives:** Closure of 11<sup>th</sup> Avenue from 41<sup>st</sup> Street to NE Campus Parkway, service would continue, but screened from view. Another alternative may be an aerial vacation from the new site to Condon Hall, while retaining the street right-of-way. The team identified a no vacation alternative.

**Considerations:** The UCUC recommends the development of gateway in this area. Alternatives should explore the use of open space and/or a building creating the gateway on this site. The team recognized many considerations to address, including circulation and access, pedestrian environment, and public benefits.

**Montlake Boulevard Pedestrian Bridge-Aerial Vacation or Term Permit-** A continuous pedestrian connection through campus that connects Portage Bay Vista with the East Campus Grasslands.

**Alternatives:** A pedestrian bridge across Montlake Boulevard that connects the Central Campus with the IMA, recreational fields, parking and the Union Bay Natural Area. Another alternative may be the use of a term permit that would not permanently vacate the right-of-way. The team identified a no vacation alternative.

**Considerations:** The team recognized many considerations to address, including circulation and access, light, air, open space and view, design, pedestrian environment, landscaping, and public benefits.

**Portage Bay Vista Pedestrian Bridge-Aerial Vacation or Term Permit-** A critical element of the Southwest Campus Master Plan initiated in 1993, providing an important pedestrian connection between the Physics/ Astronomy Building and Portage Bay Vista.

**Alternatives:** A pedestrian bridge connecting the Physics/ Astronomy Building and Portage Bay Vista. Another alternative may be the use of a term permit that would not permanently vacate the right of way. The team identified a no vacation alternative.

**Considerations:** The team recognized many considerations to address, including circulation and access, light, air, open space and view, design, pedestrian environment, landscaping, and public benefits.

**Alley on Site 31W- Alley Vacation-** On the southern half of the block, bordered by 11<sup>th</sup> Avenue NE, 12 Avenue NE, and 41<sup>st</sup> Street NE to provide development flexibility. Access on the alley to the private properties of the north portion of the block must be accommodated.

**Alternatives:** Realignment of the southern half of the existing alley to run in the east-west direction. Other alternatives would include cul-de-sac, aerial, or below-grade. An aerial vacation would keep the alley in place. The team identified a no vacation alternative.

**Considerations:** The team recognized many considerations to address, including circulation and access, light, air, open space and view, design, pedestrian environment, land use, and public benefits.

**Alley on Site 32W- Alley Vacation-** This alley bisects UW-owned properties identified as sites to be developed. The vacation is proposed to provide for development flexibility, the conservation of a significant tree, and the development of adjoining open space around the tree.

**Alternatives:** The team identified a no vacation alternative

**Considerations:** The team recognized many considerations to address, including circulation and access, light, air, open space and view, design, pedestrian environment, land use, and public benefits.

**Alley on Site 35W- Alley Vacation-** The alley extending north-south from Campus Parkway to NE 40<sup>th</sup> Street between UW-owned properties (35W) and a privately owned property to the west.

**Alternatives:** One alternative would be an alley vacation for development flexibility, without the vacation of the alley along the east façade of the apartments. Another alternative may be to maintain the alley in-place and provide an overhead bridge or building extension between those portions of the development site to be bisected by the alley. The team identified a no vacation alternative

**Considerations:** The team recognized many considerations to address, including circulation and access, light, air, open space and view, design, pedestrian environment, land use, and public benefits.

**Alley on Site 36W- Alley Vacation-** The potential development is bordered by the proposed east-west pedestrian walkway on the south, Gould Hall on the north, 15<sup>th</sup> Avenue NE on the west, and an alley on the east.

**Alternatives:** One alternative would be a vacation of a portion of the alley, specifically, the east-west leg and a northern portion north of the privately owned property. The team identified a no vacation alternative

**Considerations:** The team recognized many considerations to address, including circulation and access, light, air, open space and view, design, pedestrian environment, land use, and public benefits.

### **Key Commissioner Comments and Concerns**

- Would like to know if the funding would be provided as each specific project is proposed. Would like to know if, as each project would be proposed, the applicable vacations would be proposed at that time.
  - Proponents stated that the team would come back for each vacation, as each of the related projects is proposed. Further stated that none of the identified vacations are imminent.
- Recognizes that this is an unusual situation and the Commission at this time is not approving or rejecting any vacations. Would like to know why the Commission is reviewing this package of street vacations.
  - A member of CityDesign stated that the meeting is an opportunity to provide information about the potential vacations. Further stated that the team was giving the Commission an opportunity to comment before the final Master Plan is issued. While the Master Plan is not dependent on the vacations, the team wanted to outline the process they will take

when they return to the Commission with vacation petitions. Proponents further stated that the team would like to hear the Commission's concept for public benefits and whether or not the team is framing the considerations for the vacations appropriately.

- Would like the proponents to explain the NE Pacific lid. Would like to know what the need for access to or from the Burke Gilman Trail is that must extend over the street. Would like to know if this could be accomplished through a bridge, rather than a building.
  - Proponents stated that a bridge could serve this purpose, and there currently are bridges now that connect to the trail. Further stated that there is heavy volume on the Burke Gilman Trail and the team feels that many of these people are commuting to the Health Sciences complex. Further stated that this lid would provide an alternative way of getting across and down into that complex and to the waterfront. The team is exploring a number of alternatives.
- Recognizes that many college buildings have aggregate use of function that allow them to have a unique architectural expression, without being overly modulated or articulated. Typically, these buildings sit within a campus precinct, which has a different texture and grid. Is wondering why the team is applying this design principle to buildings that would be located in the city grid.
  - Proponents stated that The Fishery Sciences Building fits within the city grid. The scale and functional articulation of this building could be repeated in other projects, north of Campus Parkway. Further stated that the functional articulation is not dependent on an alley.
- Believes that the accumulation of many figural buildings could have a negative impact.
  - Proponents stated that they are still working within the street grid, but are suggesting that the alley would break the buildings down in a way that may not be appropriate. Proponents stated that they could work within and maintain the sense of the grid, in terms of the blocks, without relying on the secondary break of the alley.
- Recognizes that the buildings are funded individually. Would like to know how any of the potential proposed public improvements, beyond the scope of the building would be funded.
  - Proponents stated that most building projects include money for improvements. Further stated that the landscaping would be implemented as a part of the building project.
- Previously, when the proponents were speaking of NE Campus Parkway, they stated that the City would pay for these improvements. Would like to know if this is true.
  - Proponents stated that, in the case of Campus Parkway, if the City decides that UW can only build within the current limits of their property, improvements to that public right-of-way would be the City's responsibility.
- A member of CityDesign stated that some of the public benefits identified in the earlier portion of the presentation were off-site improvements. Would like to know if it would be legally possible for UW to do those types of improvements off campus.
  - Proponents stated that UW has done improvements to the western portions of Campus Parkway. Further stated that as each vacation is proposed, the team would come up with public benefits package that may or may not include work done on off-campus land. Further stated that there must be a nexus, and a link between the proposal's impact and where the money must be spent.
- Commends the team for the procedure they have suggested. Believes that the process provides opportunity for flexibility. Is concerned about the focus public improvements rather than the public

benefits; the public benefits relate directly to the proposed vacations. The public improvements will implement the plan over the long term. Encourages the team to include an improvement responsibility section in the consideration sections that describes and ascribes clear financial responsibility under various scenarios for public improvements.

- Would like to know how the Legislature's policy on capital improvement funding affects UW. Would like to know if the policy would have a negative effect on the ability to fund the public benefits.
  - Proponents stated that they might have to pursue private funding for some of their capital projects. There must be a combination of different funding sources; UW will do some capital fundraising in the private sector.
- Recognizes that the proponents compared the NE Pacific Street lid to the conditions at the convention center lid over I-5, but urges the proponents to recognize that people do not walk along I-5, but people do walk along NE Pacific Street. Believes that, walking through campus, it is difficult to locate the overpasses. Believes that this may be an opportunity to enliven NE Pacific Street, rather than making it worse.
  - Proponents stated that there currently is a pedestrian crossing at grade.
- Recognizes that many of the new buildings do fit into the street grid, but is discouraged by the fact that many of these buildings face inward, sometimes to courtyards, and do not enliven the street or connect to other spaces. Believes that it is impossible to examine each project and determine appropriate solutions without seeing the larger context.
  - Proponents stated that the Master Plan does contain the larger context.
- Is also very concerned about NE Pacific Street and the degree of separation. Believes that, at the intersection of NE Pacific Street and Montlake Boulevard, the speed of traffic and size of the intersection creates a dangerous pedestrian environment. Believes that further separation of pedestrians will make this condition worse. Hopes that the Master Plan can address the NE Pacific Street, rather than making location specific improvements that will drastically change the character of the entire corridor. Would like to know if full corridor improvements would be in the scope of the Master Plan.
  - Proponents stated that the team has examined, through an extensive traffic analysis, the surrounding street structure and the impact on the level of service from these proposed changes. Further stated that, if the team were to propose this lid they would have to examine circulation and access, which may require an additional analysis. Further stated that the team does look at the totality of the situation.
- Urges the proponents to examine NE Pacific Street and ways to create a better pedestrian environment.
  - Proponents stated that they would need to examine this situation, as they have not proposed any additional buildings along NE Pacific Street, other than the lid. Further stated that this consideration could be further expressed in the Master Plan.
- Recognizes that the lid, 52W, is proposed as a building site. Believes that this changes the nature and consideration of this lid. If this is a building site, would like to know how the pedestrian experience will be.
  - Proponents stated that it is a potential building site and the plaza lid could potentially extend from side to the other. Further stated that the team would examine the pedestrian environment under the lid.
- Urges the team to examine the bigger picture and opportunities through the Master Plan. While the team will examine the large need for additional square footage and extensive traffic mitigation for vehicle efficiency, would like the team to also use the Master Plan as a proactive tool for pedestrian



improvements. Believes that the pedestrian mitigation cannot be done building by building.

- Recognizes through the analysis that many people use the Burke-Gilman Trail, believes that this shows a separation between the east and west part of NE Pacific Street. Recognizes that the non-patient parking is near the stadium and the Medical Center can only be reached through hostile intersections. Believes that this shows a need for consideration on the east and west end of NE Pacific Street. Suggests that the proposed work at the west end will degrade the east end even more.
- Would like to know if there have been any considerations for the parking fields on the east side to be developed as affordable staff housing, cutting down the transportation needs.
  - Proponents stated that they have considered development on this site, but the site is a former landfill, and development is difficult.
- Believes that many of the benefits presented are those that would exist without being required by a vacation. Suggests that these would not meet the requirements for a public benefit with a vacation.
  - Proponents stated that these were not presented as public benefits that may be required by a vacation, but were provided as information about UW activities and their goal to serve the larger community.
- Believes that the team has developed the right framework in the Master Plan to address vacations. Appreciates the proposed flexibility for each vacation, but believes that the team is missing the opportunity to examine larger problems that could be addressed through public benefits.
- Urges the team to recognize that the City policy traditionally discourages vacations. Believes that alleys and streets have many uses, and urges the team to begin each project with this in mind.
- Believes that many of the considerations proposed in the Master Plan are those that work for the campus. Urges the team to examine the needs that have been identified by the larger community and determine how UW can address these needs.
- A representative from Seattle Transportation (SeaTran) believes that the Master Plan offers a good approach, and it provides the parameters for a decade of growth. Believes that it also provides a good outline of items that need to be addressed when vacations are proposed.
- A member of the University District Community Council (UDCC) feels that the 6 acres of open space corresponds to the City's goals for urban villages, as opposed to any recommendations specific to the University Community plan. Agrees that vacations should be discouraged from the beginning. The UDCC has been fighting vacations and is concerned that, as the vacations will be presented piecemeal, the UDCC will have to fight the vacations one at a time. This is difficult, given the staff size and budget of UDCC. Believes that the reconfiguration of NE Campus Parkway purely benefits UW. Believes that the Commission has raised many of the right questions. Believes that the Master Plan could meet the benefits of the neighborhood plan only in limited ways. To the extent that the Master Plan pushes the campus further to the west, agrees that the Master Plan should work within the street and alley grid. Believes that it is difficult for UW to develop public benefits because the University's needs come first, and the neighborhood's needs come second.
- Believes that there should be a change in strategy for the provision of public benefits. Feels that the team should provide a broad public benefit package that could be implemented piece by piece.
- Urges the team to follow the example of Harborview and their Master Plan for expansion. Believes that there was a nice approach as the institution worked with the community to identify the needs, proposed ways to implement possible improvements on-site, and planned the way to work with others for off-site improvements.
  - Proponents stated that they have examined the neighborhood plan and they have examined 127 action items and possible ways that these could be implemented by the Master Plan. Stated that not all of the items are near the campus. Further stated that the

workplan includes an intent to work with the community.

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**3 May 2001 Project: Pro Parks Briefing**

Phase: Briefing

Previous Review: 5 October 2000 (Parks Development and Levy Implementation Briefing)

Presenter: Ken Bounds, Department of Parks and Recreation (DOPAR)

Alix Ogden, DOPAR

Attendees: Erin Devoto, DOPAR

Michael Shiosaki, DOPAR

Time: 1 hour (SDC Ref. # 220 | DC00226)

**Actions:** The Commission appreciates the opportunity to be a part of the Department of Parks and Recreation (DOPAR) discussion concerning the future development of parks funded by the Pro Parks Levy.

- The Commission urges DOPAR to determine a means by which it can take a broad, conceptual approach when developing future park projects and design guidelines, rather than taking purely a program-based approach;
- encourages DOPAR to allow designers to address the role of public parks in the 21<sup>st</sup> century, whether the focus is social change, ecology, spurring development or other ideals;
- encourages DOPAR to use the design consultant selection process, for both small and large public parks projects, to support these intents;
  - for larger parks, urges DOPAR to ask the big questions and gear its selection criteria to attract the best designer for the park;
  - for smaller park designs, encourages DOPAR to be more flexible and open-ended to allow some of the smaller designers to do something interesting for the neighborhoods;
- would like to offer help and support from the Commission in the consultant selection process;
- cautions DOPAR to balance the increasing costs of stewardship and maintenance of the existing parks and existing resources with the implications of further acquisition, so that park development is sustainable for the long term; and
- hopes for and encourages Arts Programming as an integral part of the development of any new park project.

In the November election, voters approved the Pro Parks Levy. This Levy has many components, and will allow the Department of Parks and Recreation (DOPAR) to acquire more green spaces and property in urban villages that were identified in many neighborhood plans. Additionally, DOPAR will be able to fund the maintenance and programming of recreational and educational activities, enhanced maintenance, environmental stewardship, and zoo operations and maintenance.

DOPAR presented an overview of the Pro Parks projects recently approved by the Pro Parks Levy Oversight Committee. This is the first time that this department has had a Levy that has combined acquisition, development, and maintenance of property. There is a defined time period for the Levy; the funds must spent in eight years. The funds for the enhanced maintenance element will be transitioned from the Levy to the City's general funds over the course of the eight-year period.

There are 16 members of the Oversight Committee, appointed by the Mayor and City Council. These committee members have diverse qualifications, and were selected from a group of 50 candidates. The

Oversight Committee has several roles. Because this is a levy, rather than a bond, this is a “pay as you go” situation; one the committee’s roles is to identify criteria for moving forward with projects and reviewing the department’s annual work plan.

The committee has approved a slate of development projects for 2001-2002 based primarily on “readiness” criteria. There are many park, playfield, trails and boulevard projects that are ready to implement because of neighborhood planning, the Neighborhood Matching Fund, or other community initiatives which provided funding for initial planning or design work. The 2001-2002 work plan recommended by the Oversight Committee (and will be forwarded to the City Council for approval) reflects an aggressive approach to get projects moving through planning, design and construction phases.

The criteria used for the selection of acquisition projects includes property that is under threat of development, properties that will be developed with funding from the Pro Parks Levy, and sites that are attractive to potential grant sources in 2001-2002. Additionally, the acquisition of the site is a priority if it is critical to the pursuit of another larger project that is moving forward on a specific schedule.

#### **Priority Acquisitions 2001-2002 Approved by Oversight Committee**

- Capitol Hill Park
- Central Area Park
- First Hill Park
- Queen Anne Park
- North Open Space Acquisitions (Thornton Creek)
- Green Lake Open Space
- Whittier Substation
- York Substation
- Delridge Open Space Acquisitions
- Sylvan Way Acquisition

The committee is also developing draft criteria for the use of the \$10 million Opportunity Funds. Based on the levy ordinance, the committee will focus on acquisition and development projects in areas with a deficit of usable park space, in the neighborhoods that are experiencing the most growth, especially urban villages and/or in Neighborhood Revitalization Areas.

DOPAR is also developing a management plan to present to City Council that outlines the Department’s approach to implement the levy programs and projects. DOPAR will pursue projects that represent 140% of the levy funding in the initial years of the levy. If these projects were completed as assumed, DOPAR would spend 140% of the funds available. From experience, DOPAR knows that some projects will run into a variety of concerns on development projects that will cause delays, such as environmental issues, public process schedules, etc. resulting in spending that reflects the levy financial plan. Initially, through acquisition, DOPAR will pursue more projects at one time than they can actually afford because the Department knows that they will probably not be successful in acquiring all the sites that they pursue. Both these approaches are akin to “overbooking a hotel” with the expectation that not all of your clients will show up and you will have 100% occupancy.

DOPAR has also developed a communications plan to encourage public involvement for acquisition and development projects. The Oversight Committee just began their discussions on the Opportunity Fund criteria. It is likely that the Committee will seek to fund projects out of the Opportunity Fund that meet the initial criteria laid out in the ordinance and can leverage other funding sources.

### **Key Commissioner Comments and Concerns**

- Believes that there is a broad range in the size, scale, and use of projects. Would like to know if the designers are approaching these projects in a programmatic way, or if they will take a new and innovative, intellectual approach with turn of the century designs. Believes that many previous DOPAR projects are very program driven. Hopes that DOPAR will challenge designers to take a new approach, perhaps through the descriptive design criteria.
  - Proponents stated that there would be a strong connection between the designer and the community to look at the broader design context.
- Commends the team for the intent to involve the community, because they know what is wrong with the park and they know what needs to be fixed. However, sometimes the community does not have the broader view, and the professional inquiry of the meaning of a park. Believes that DOPAR needs to elevate the community's thinking in terms of what the park could be, in terms of a park that will last 100 years, by examining what ideas could be expanded on to make it work.
  - Proponents agreed that a broad approach should be taken, as some of these parks will serve many additional neighborhoods. Many existing parks have gone through this visioning and character analysis process, including the Lincoln Reservoir and Sand Point/ Magnuson Park.
- Urges DOPAR to examine the big picture strategically. Is amazed at all of the City's facilities. Is concerned that the City may never have enough funding resources. While many citizens see the need for recreational parks, believes that this abundance of parks will be difficult to sustain in the future. Believes that the use of natural resources for park use should be concentrated. Believes that, at some point, it will become more critical to protect what the Olmsteds gave us, rather than using money to acquire more space.
  - Proponents stated that residents of the communities do understand these concerns and the importance of the green space and the demand placed on the limited supply. The community will be involved in the acquisition process. Further stated that as residents face more density in their community, they will identify the need for transportation improvements, green space and recreation opportunities; the community will need the connections in order to get to recreational spaces without getting in their car. Further stated that the breakthrough was that the Levy provided resources for the acquisition development and maintenance.
- Believes that the Olmsted parks were not simply a part of physical planning, but as a social tool (in the 19<sup>th</sup> century) to aerate the city. The parks at the end of the 20<sup>th</sup> century will be very different. Parks should be a space to spur development; this can be seen in many existing parks, such as Sand Point/ Magnuson Park and Discovery Park. There are many existing facilities that are underused, sometimes due to conflicting surrounding uses. Believes that DOPAR should identify these as opportunities to do something more to address these types of conditions, such as bringing in housing. Encourages DOPAR to develop an overall vision as a catalyst for social change.
- Agrees that many special interest groups (such as off-leash groups) have some good ideas, but hopes that DOPAR can transcend these ideas to develop a larger vision, rather than trying to please every special interest group.
  - Proponents stated that the most effective way to address this is to bring these special interests together in the same room so they can listen and realize that their interests are

not above others', and these ideas need to become part of a bigger picture.

- Encourages DOPAR to develop search processes for project designers that will encourage a conceptual design approach for new parks. Believes that, even for small projects, there is an opportunity for experimentation.
  - Proponents agreed that there should be a bigger process, similar to the process of the South Lake Union Park or Sculpture Park.
- Recognizing that there are many impediments to the process, would like to know if there will be any evaluations of the strategy.
  - Proponents stated that throughout time, there would be many opportunities for evaluation, especially in terms of the Department of Design Construction and Land Use (DCLU), the Army Core of Engineers, and the Endangered Species Act (ESA). Further stated that there would also be many unpredictable variables.
- Would like to know if there will be a benchmark by which to judge the development of projects, to determine if this process is actually working, and whether or not that process should be pursued in the acquisition of the next project.
  - Proponents stated that the oversight committee would evaluate the projects every three months. There would also be an annual report. For each individual project, there will be a midpoint and end point report, and other public ways to see if the project is working.
- Would like to know if the ecology will be a general programmatic goal for the DOPAR acquisition projects. Hopes that the projects could add up to provide a better wildlife habitat system.
  - Proponents stated that links and connections have been identified as goals for many of the projects. This may be an opportunity to secure more funds. Further stated that most of the parks acquisition funding is usually heavily weighted to preserving existing green space.
- Would like to know how the Art Program will work in conjunction with the Levy.
  - Proponents stated that they have been working with the Seattle Arts Commission to develop a plan to implement 1% for Art funds. Further stated that DOPAR would like to present a plan to the Arts Commission that looks at all of the projects and determines what opportunities there might be to integrate artists at the beginning of any design process. This has proven to be very successful in the past.

**3 May 2001      Commission Business**

**ACTION ITEMS**

- A.      TIMESHEETS
- B.      MINUTES FROM 05 APRIL 2001- APPROVED

**DISCUSSION ITEMS**

C.      LIGHT RAIL REVIEW PANEL UPDATE-CHERYL SIZOV, CITYDESIGN, PRESENTED AN UPDATE. LRRP HAS COMPLETED SCHEMATIC DESIGN REVIEW FOR ALL STATIONS EXCEPT ROOSEVELT AND NORTHGATE; DESIGN DEVELOPMENT REVIEW FOR THE SOUTHEAST SEATTLE AT-GRADE STATIONS; AND 90% REVIEW FOR THE E3 BUSWAY STATIONS AND MAINTENANCE BASE. FURTHER WORK IS BEING DONE TO EXAMINE THE ALIGNMENT IN CERTAIN LOCATIONS ON CAPITOL HILL AND FIRST HILL. WHILE THE CIVIL ENGINEERING WORK CONTINUES, THE ARCHITECTURAL/ART/LANDSCAPE ARCHITECTURAL IS AT 60% WILL RESUME CLOSER TO ACTUAL CONSTRUCTION.

D.      COMMUNITY KIOSK UPDATE- KRISTIAN KOFOED, DEPARTMENT OF DESIGN CONSTRUCTION AND LAND USE, PRESENTED AN UPDATE TO THE COMMISSION BRIEFING OF FEBRUARY 15, 2001. HE PRESENTED THE DESIGN PRINCIPLES FOR THE KIOSKS AND ASKED THE COMMISSIONERS WHETHER OR NOT THE 23 EXISTING KIOSKS THROUGHOUT THE CITY ARE CONSISTENT WITH THESE PRINCIPLES. K. KOFOED STATED THAT ANY NEW KIOSKS WOULD COMPLY WITH THE DESIGN PRINCIPLES. THE COMMISSION APPROVED THE DESIGN PRINCIPLES AND APPROVED THE COMPLIANCE OF THE EXISTING KIOSKS.

E.      OUTSIDE COMMITMENT UPDATES

F.      RETREAT FOLLOW-UP

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**3 May 2001 Project: Metro and Sound Transit Regional Express Bus Shelters**

Phase: Briefing

Presenters: Elizabeth Conner, Sound Transit System Artist

Dale Cummings, King County Metro

Linda Smith, Sound Transit

Ron Wright, Ron Wright and Associates, Architects

Attendees: Jorge Barrero, Ron Wright and Associates, Architects

Lyle Bicknell, CityDesign

Len Madsen, King County Metro

Cheryl Sizov, CityDesign

Tania Westby, Ron Wright and Associates, Architects

Time: 1.5 hours (SDC Ref. # 170 | DC00227)

**Action: The Commission appreciates the clarity of the presentation and the thorough response to many logistical concerns and requirements.**

- While the Commission believes that the designs are technically coherent, they urge the design team to push the envelope of the aesthetic vocabulary, and still maintain the desired level of flexibility;
- The Commission urges the design team and related agencies to study how to control maintenance revisions and the tendency to rely on the lowest common denominator that would compromise the designs over time;
- believes that seating and rails will not disrupt the coherence of the design, and urges the team to incorporate these elements in the bus shelter design;
- encourages the design team to incorporate solar power technology;
- encourages the design team to investigate the possibility of the use of information display systems;
- encourages the design team to also pursue the incorporation of advertising systems into the design, integral with the information system;
- through the design prototypes, the Commission urges the team to test the full range of component variables, including siting; and
- would like to offer assistance in any way possible to maintain the development and support of this project.

Sound Transit Regional Express and King County Metro are working together to develop a design for regional bus shelters. Existing bus shelters may be replaced as well. Through a stakeholders presentation, Metro has identified the desire for unique, custom shelters. Metro knew that Sound Transit was working to address this need as well, so this was a chance to develop efficient and economical prototypes that will not require extensive maintenance.

Metro and Sound Transit have developed extensive design guidelines and criteria; the team also hosted a charrette. Physically, the shelter must be an infinitely adaptable kit of parts that may fit in a large transit island or a smaller right-of-way. The team would like a project that is unique as well as general, in order to provide opportunities to make connections across the region. The shelter should have small, variable modules that work together in many different ways in order to allow random and easy replacement of



beautiful, adaptable panels. Sound Transit and Metro identified the need to approach the shelter as a three-dimensional designed form, rather than a form with decorations applied. Through this initial process, the team also explained the need to address the way the bus shelter works and functions, perhaps by revealing the weather. Also, the team also believes that the design language needs to address many circumstances and characteristics of the region through the incorporation of industrial, agricultural, Asian, and/or flight themes.

The design team began the design process with these goals in mind. Initially, the team met with maintenance personnel from various transit partners in the region. They identified some problems, due to the different and non-uniform size of the panels that required replacement; the weight of the panel is another significant concern. The design team presented their initial design solution, which included two nominal sizes of windscreens, the 2 x 2 feet and 2 x 3 feet to provide the flexibility of having two options. The panels may be different materials, e.g. metal, glass, or plastic, and can be replaced as needed. Working with these modular pieces and sizes, the team developed a structure that will also provide flexibility. While the team has identified different materials to provide design flexibility, they also feel that different materials may be appropriate within different contexts. The roofs may be opaque in public areas. The design team also believes that there may be an opportunity to install polarized glass, that may become different colors, depending on whether it is cold or hot. The design may also be enhanced with the incorporation of water treatment systems in the roof that retain the water in the downspout before continuing to the storm system. Security is another primary concern; the bus shelter cannot be opaque. Also, the design charrette also identified the need to provide weather protection at ankle level, the last four inches above the ground. The team has not yet identified design solutions for benches and trash receptacles.

The project artist has also been involved in the design process. The artist has contacted children science centers to determine additional ways by which the weather can be exhibited through the design. There may be solar applications, developed as a way to compare solar energy and wind energy. Early on, the team identified lighting as a concern; however, the shelters cannot be electrically connected for most Regional Express locations. The artist also investigated current technology for different types of screens that may be installed to display information. There also may be an opportunity to install solar power connections to the roof; current batteries are very small.

While the design team will host more meetings to identify unresolved maintenance and material issues, they have developed schematic drawings for prototype shelters. The team will also issue an RFQ (Request for Qualifications) in order to begin working with a metal fabricator to test and build a prototype of the double wing version to be located at the Second Avenue Extension.



Passenger Bus Shelter- Double Shelter

### **Key Commissioner Comments and Concerns**

- Commends the team for the comprehensive presentation and preparation. Believes that the team has sufficiently balanced the need for standardization and attention to locale. Would like to know if there may be an opportunity to take advantage of technology, such as GPS, to provide “real-time” bus

information.

- Proponents stated that they have examined these opportunities, but the primary constraint is the lack of availability of power. Further agreed that there must be some communication method, and any modular panel may be a reader board.
- Looks forward to seeing all of the colors that have been represented in the color scheme. Appreciates the notion of operations and maintenance having the opportunity to replace panels with the colors of their own choice. Would like to know if the proponents have considered ways to encourage the maintenance department to buy multiple colors, to ensure that many years down the road, the panels are not replaced with only one color.
  - Proponents stated that the maintenance system would provide an opportunity for people, other than the designers, to participate in the design process of the shelter. This serendipity could produce nice results, and the design team does not want to mandate the design. Further stated that if the placement becomes monotonous, it can easily be rearranged.
- Recognizing that weather is not mono-directional, would like to know if the shelters will protect against winds coming from a variety of directions. Would like to know if there will be a separation between panels and roof.
  - Proponents stated that one of the key primary qualities of the bus shelter is that it can be installed in different directions. Because the shelter is a kit of parts, and there are only four points of connection, the shelter can easily be rotated about its axis. The shelter can be rotated from the traditional placement to provide protection from weather coming from the street direction. The shelter could also be rotated based on the desired projection into the right-of-way.
- Appreciates the adaptability and believes that this makes sense in the urban environment. Is encouraged by the successful presentation. Encourages the team to explore a provocative design at this time, because the design will be restrained in later stages of the design process.
  - Proponents stated that they would like to approach this concept through the level of the finishes, maybe through unfinished, rough welds, or very smooth finished welds. Further stated that the team is trying to provide flexibility.
- Would like to know if a bench will be incorporated in the bus shelter. Believes that a bench should be an integral part of the shelter. Hopes the team would take a rigorous and analytical approach to studying how benches work, and how they can be more comfortable, while still discouraging sleeping.
  - Proponents stated that they have examined how benches would be incorporated into the shelter. In the 2 x 3 option, the benches would not fall at the correct height, and would have to pass in front of a panel. Metro has thoroughly researched the desired height and shape of benches. Further stated that the benches will be fully researched through the development of the prototype.
- Appreciates the design team's approach and the examination of the bigger picture. This is a small project, and the team has examined so many different concerns, e.g. sustainability, public education, the context. Would like to know how the 2 x 2 infill will be incorporated into the structure.
  - Proponents stated that there is a portion of the frame that is fixed. After the panel is placed, the other portion of the frame is installed. All of the edges are concealed.

Through this “full-capture” system. The frame is closed by eight bolts that require a special tool to unbolt.

- Would like to know if the team has considered vandalism.
  - Proponents stated that they have investigated ways to deal with the vandalism concerns. Further stated that there are many different types of vandalism that change cyclically, according to the popular method. The design team stated that typically, when there are a variety of aesthetically pleasing details, there is a lower occurrence of vandalism. The smaller components of this design will also be easier to replace than the current large panels. Further stated that the current mural program, through which bus stops have been painted, have not been vandalized as much.
- Would like to know what dimensions and variables the team will be testing through the prototype.
  - Proponents stated that, within the next month or two, they would develop a process of evaluation through the comments of different agencies, such as Metro and Sound Transit and through customer response
- Would like to know if solar collectors would be viable in this climate.
  - Proponents stated that the most advanced systems are in Japan and Germany, which have similar climates. Further stated that the battery for the solar collector would be very small.
- Is impressed with the incorporation of many concerns and issues in the design of this bus shelter, but would like to urge the design team to make sure that these concerns do not intrude upon the elegance of the bus shelter, which is a work of art. Hopes that the design will not be compromised by the considerations, and believes that further refinement will produce the level of elegance that will not be an object for vandals.
- Would like to know how this bus shelter design may be integrated with a new project in urban locations.
  - Proponents stated that if canopy was placed on a building for a bus stop, it should be of the same architectural language as the building. Further stated that the screen could be incorporated at this stop as well, because the system is flexible. Further stated that there is no intent to attach this design to a building.
- Agrees that there should be some sense of uniformity in the design. Believes that, as transit will begin to be a significant system in the city, this design must be highly visible and must offer a sense of comfort and recognition at each location. Does not believe that local neighborhood character specific designs should override the comprehensive design of the shelter.
  - Proponents stated that the design would alter upon different circumstances. There would be practical solutions in practical situations, but the solution would be visible aesthetically.

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**3 May 2001** Project: **Marine View Drive Landslide Mitigation**

Phase: Design Briefing

Presenter: Scott Roberts, Seattle Public Utilities (SPU)

Time: .75 hour (SDC Ref. # 169 | DC00221)

**Action:** **The Commission appreciates the thorough presentation and understands the many concerns the proponents must address. The Commission urges Seattle Public Utilities (SPU) to address the following issues;**

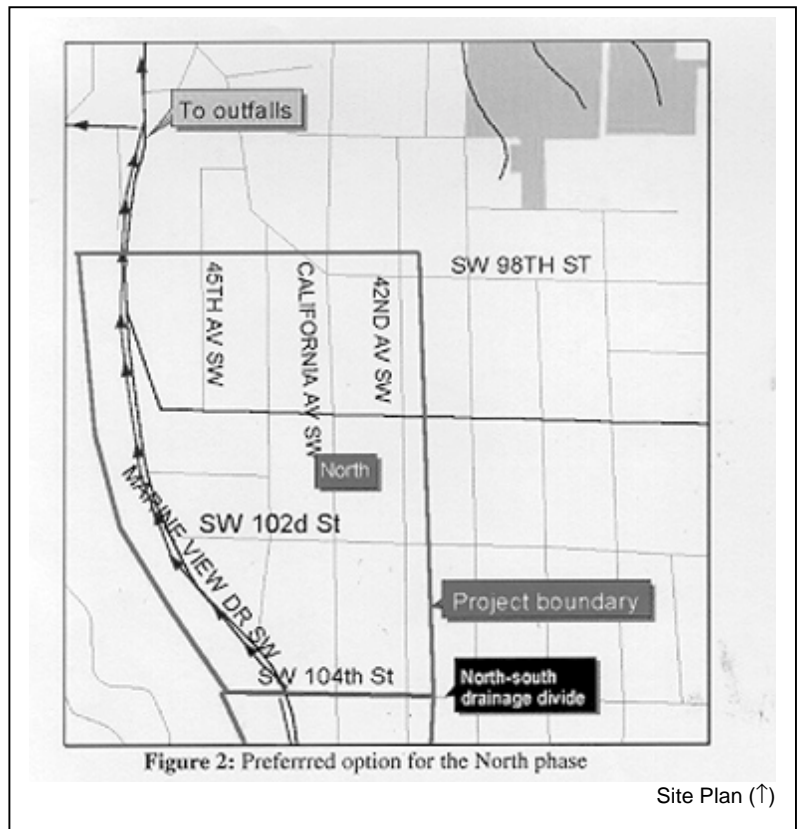
- encourages the team to elevate the educational aspect of this project by urging homeowners to recognize their individual responsibilities for their private benefits;
- examine appropriate local solutions, such as Local Improvement Districts (LIDs) to couple this work with more general improvements in the neighborhood;
- encourages SPU to coordinate and cooperate with Seattle Transportation (SeaTran) and the neighborhood to improve the situation and transfer some of the project costs;
- encourages SPU to identify a project that may be an appropriate case study for experimentation and investigation of alternatives through local financial and physical participation;
- encourages SPU to give the Commission a further in-depth presentation on the water filtration system;
- would like to see runoff alternatives such as detention and landscape plantings; and
- looks forward to a follow-up briefing of the broader landslide mitigation program.

The Marine View Drive SW Landslide Mitigation and Drainage Improvements will provide drainage improvements for an area in the far southwest corner of Seattle. This area is fairly level until Marine View Drive, at which there is a steep slope and drop-off to the water. The development in these areas has caused increased problems with landslides and slope stability. Seattle Public Utilities must control the contribution to surface water runoff and infiltration to address the slope stability issues to the west of Marine View Drive.

There are three different drainage basins; North, South, and Lower. These basins do not extend east of 42<sup>nd</sup> Avenue Southwest. Some of the water runoff flows into the existing ditch systems along Marine View Drive; the water also flows through private properties and down the slope, causing problems. The ditch system along Marine View Drive is not lined, so there are infiltration conditions that contribute to the sliding problems.

The three areas will be designed by the same consulting firm, SVR. The North area will be addressed first; the team is now beginning the design phase. The primary concerns have been identified. Seattle Public Utilities is still evaluating alternatives for the South and the Lower basin. At the South basin, there is not an easy way to remove the water, once it has been collected. The extent of the changes will not be as extensive in the Lower basin. There is an existing drainage system, but there are many gaps, including some roads that have been graded improperly.

SPU would like the Commission to primarily examine the North basin. SPU has examined the preliminary engineering and identified the primary goals. A majority of the work will be along Marine View Drive. Currently, there is a ditch and culvert system, but it is not consistent as it is only placed at strategic points. At some locations, the water is allowed to flow through. SPU would like to line the asphalt ditches to stop the infiltration. SPU would also like to create an asphalt berm, as needed along the west side of Marine View Drive. The water from the roadway will be directed away from the adjacent properties. SPU plans to capture much more runoff, through two existing out-fall systems. The main out-fall system is on Barton Street; because of the additional runoff, there will need to be two system upgrades. The 12-inch pipes, on the west side of the road in the street right-of-way, will be upgraded to 21 inch pipes. The second out-fall may not be needed; the current out-fall system is undersized and must be upgraded with a larger pipe.



#### **Key Commissioner Comments and Concerns**

- Would like to know if this system would detain the additional captured water and remove the sediment.
  - Proponent stated that there are water quality standards and SPU will take these guidelines into account during design. Further stated that there are different ways to filter sediment, but detention is not a part of this project.
- Would like to know how SPU plans to treat water runoff from the roads, which may contain oil. Would like to know how water quality will be improved.
  - Proponent stated that they would have to research this as the technical aspects are not readily available, but SPU does share these concerns, and this is a matter that will be taken into account.
- Recognizing that one of the project goals is to “educate homeowners on proper surface water control methods,” would like to know the approach of this part of the program.
  - Proponent stated that SPU can only stop the water at Marine View Drive. At the various properties, there are some questionable means by which water is drained from each of the properties. Some properties have pipes that drain through a pipe over a hillside. SPU plans to bring the Department of Design, Construction, and Land Use (DCLU) to a community meeting to present ways of correct drainage and of stabilization of the slope.

- Would like the proponent to explain the asphalt berm and the asphalt-lined ditch. Would like to know if this system is standard and would like to know what it would look like.
  - Proponent stated that the berm would only be in place if there were no ditch. Further stated SPU is not creating any new ditches, they are only lining existing ditches to stop infiltration. At locations where the water flows along Marine View Drive and across the curb onto the properties, SPU will only install a little berm on the asphalt to stop the water and keep it flowing downhill until it flows into a ditch. At some locations, SPU will dig to create a larger ditch.
- When SPU lines the ditch with asphalt, the speed of the water runoff will be accelerated, which requires larger pipes. Would like to know if the City will assess some of the costs to the property owners SPU will be protecting.
  - Proponent stated that currently there are not plans to force the homeowners to contribute. Further stated that the infiltration is not the biggest concern; the water flowing over the roadway is a major problem because the water does not reach the ditch flow.
- Encourages the team to investigate the Sea Streets program. Would like to know if there is an opportunity for this to become a demonstration project. Feels that this project is a perfect situation to demonstrate all of the positives of the demonstration project.
  - Proponent stated that the project budget would not support this type of project in this situation. Further stated that Sea Streets allows too much infiltration for this specific project.
- Recognizing that there will be additional landslide mitigation projects in the future, would like to encourage SPU to pick one such project as an opportunity for experimentation and alternatives to directing all of the water into a pipe and directing it to Puget Sound.
- Would like to know if there is a means by which DCLU can enforce standards for capture and treatment of water runoff. Believes that the homeowner should be held responsible if the capture the water from the roof and send it over the slope in a pipe.
  - The proponent was not sure.
- Would like everyone to recognize the proliferation of landslides; about 4-5 years ago, there were approximately 800. People sue the City continuously, when they cannot get building permits due to environmental concerns. Is concerned that the City must spend large amounts of money to fix small problems when there is no participation by the private property owners. From a policy perspective, believes that the City must educate the nearby landowners and begin to focus on personal responsibility for continual mitigation practices. Believes that people are building in areas that should never have been built upon. Does not believe that taxpayers should pay the costs of those who build on land in order to have a good view. Recognizing that these properties begin to indirectly cause landslides, believes that there should be a use-based fee, and if property owners receive a benefit, the view, they should pay for it.
- Is concerned by the engineering solution of this project. Would like to know about the safety problems for children that may be caused by these projects. Would like to know what safety problems this project will create in this area without sidewalks.
  - Proponent stated that there are many asphalt-lined ditches around the city. Further stated that a Sea Street would allow infiltration, which is not a solution to this problem. Does not believe that there have been problems in areas with similar situations.

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**3 May 2001 Project: Genesee Playfield**

Phase: Design Development Briefing

Presenters: Eric Gold, Department of Parks and Recreation (DOPAR)

Ted Holden, DOPAR

Andy Sheffer, DOPAR

Time: .75 hour (SDC Ref. # 169 | DC00228)

**Action: The Commission appreciates the briefing and would like to make the following comments and recommendations;**

- The Commission recommends approval of the proposed playfield improvements as submitted for this particular site;
- recognizes the constraints posed by this site as a former landfill;
- encourages the team to broadly examine the overall policy by the Parks Department on the use of artificial field surfaces with concern for the volume and quality of the water runoff and its impact on storm sewer systems;
- understands the maintenance burdens of natural turf and the lack of water resources but prefers natural turf and urges the proponents to develop a city-wide dialogue about these concerns;
- supports the gravel replacement of the asphalt in the parking lot; and
- commends DOPAR for using this landfill site to create a community asset.

The playfield improvements for Genesee Park, located in southeast Seattle on Rainier Avenue, will be funded by three distinct budget sources. There will also be three distinct project scope elements. There will be parking lot improvements (funded through a major maintenance program), ballfield improvements, and a lighting project (both funded by Pro Parks). There will also be a grant from King County for the lighting project. DOPAR has held two public meetings, in May 2000 and April 2001; this proposal was received well, with some concerns and questions. There will be a third community meeting. This project will be completed through two phases; the Department of Parks and Recreation (DOPAR) would like to implement the parking lot and ballfield improvements as soon as possible. The lighting project will take longer, due to the Land Use action that must take place; the conditional use permit must be approved in order to install the light poles, which are over the required height limit for this zone.

Genesee Park was formerly a landfill site; it was capped in the early 1970's. The further development of this park will be consistent with the original master plan, designed by JGM Landscape Architects in 1976. The two ballfield facilities are dedicated soccer fields. The current parking lot does not allow enough parking. The lot has settled poorly and there are undulations, due to differential settlement and a landslide. The parking lot will be resurfaced.

In 1997, the school district and DOPAR began long-term planning for all of the athletic facilities in the city, and identified Genesee Park as a site to receive significant surfacing upgrade to increase the length of the usable season. The ballfield improvements will include synthetic surfacing changes. Currently, one field is natural grass, and the other is sand and silt; both have settled considerably, due to the landfill underneath. DOPAR has proposed to install synthetic surface options. Currently, Field #2 has a sand-silt

surface; this surface was installed because it drains quickly after rain. However, players do not like the material. The proposed material, Astroplay consists of a carpet placed on asphalt or a gravel base, which is then infilled with a mixture of crumb rubber and sand. The crumb rubber is made from recycled tires that are ground and washed several times. The community prefers to have a synthetic surface on Field #1, and either natural grass or synthetic surface on Field #2. DOPAR will not put natural grass on a lighted field, because it could not withstand the increased use. Eventually both fields will be a synthetic surface, but the current budget only allows for the upper field surface to be replaced at this time; the other field will remain sand-silt. To protect the capital investment, the base engineering of the playfield and parking lot will prevent further severe differential settlement. Through a cost-benefit analysis, DOPAR has analyzed and compared the upfront capital costs, the lifespan, the maintenance costs during the life of the material, and the replacement costs over a thirty-year period. The synthetic material has proven to be the best option, as there are not significant maintenance costs compared to those of sand-silt and natural grass.

### **Key Commissioner Comments and Concerns**

- Believes that synthetic surface will negatively impact the storm water drainage system. The water should infiltrate the ground, rather than flow into an already strained storm water drainage system. Would like to know if there has been any consideration to detain the water on-site.
  - Proponents stated that generally, any of these field surfaces behave similarly in terms of the storm water discharge. Through this synthetic field design, there are only three drain lines, while the other designs have drain every fifteen feet on center. All of the possible materials have a field capacity; generally the field capacity of the field designs are similar. Further stated that this site actually drains to Lake Washington. The biggest concern is the quality of the discharge, rather than the quantity of the discharge. Further stated that DOPAR is working on the design of the playfield to detain as much water as possible. The drain designs have changed to reflect this common desire. Further stated that the synthetic field material produces almost no surface water runoff. As this site is on a landfill, the geo-technical report and the master plan recommend no accumulation of water under the surface because it is a landfill. Further stated that there will be a fairly large water-oil separator to treat the water from the parking lot.
- Urges the proponents to investigate the DOPAR policy that states that field surface improvements must be synthetic. Does not agree with this policy. Is concerned that through this policy, only a select few fields will be improved, and the funds will not be available to improve all of the sub-standard fields.
- Would like to know if the crumb rubber material is recyclable. Would like to know if this material would experience erosion.
  - Proponents stated that the material is made from recycled materials, and it should continue as recycled material after its use. Proponents stated that the only material migration would take place after the initial installation; it may also migrate on people's shoes. After the initial period, the surface stabilizes. Because there is no surface runoff, there would not be material erosion. The size of the particles will prevent them from being blown by the wind. In fifteen years, the surface will have settled. DOPAR would remove the carpet and gather the crumb rubber material. DOPAR would regrade the base and perform subsurface maintenance. DOPAR would install a new carpet and reinstall new infill, either crumb rubber or crumb rubber and sand.
  - Ball players comprise the largest group of park users. Because there is little land to



accommodate the demanded amount of use, DOPAR must make all the playfields as playable as possible. To do this, the water must be pulled away from the surface. While the water is contained below the surface and excess is removed through the subsurface drainage system. The fields must accommodate many different sports throughout the year.

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**3 May 2001 Project: Lower Woodland Playfield**

Phase: Schematic Design Briefing

Presenters: Eric Gold, Department of Parks and Recreation (DOPAR)  
Darius Jones, Seattle Mariners Community Relations Coordinator  
Andy Sheffer, DOPARAttendees: Jerry Arbes, Friends of Seattle Olmsted Parks  
Ted Holden, DOPAR  
Jenny Sullivan, Seattle Mariners Community Relations Coordinator

Time: .75 hour (SDC Ref. # 169 | DC00229)

**Action: The Commission appreciates the presentation and makes the following comments and recommendations;**

- **The Commission commends the team for the extent of the proposed improvements through this significant outside funding opportunity;**
- **encourages the team to examine the entrances to the parking;**
- **at the flag pavilion, encourages the team to explore style and materials other than the Camden Yard, Safeco Field industrial architecture while respecting the neighborhood context and the original Olmsted plan;**
- **encourages the team to develop the landscape edge along Greenlake Way and believes that the team should reconsider the entire eastern edge and its relation to the neighborhood;**
- **encourages the team to seek additional private contributions for the Field #1 grandstand to incorporate this improvement in conjunction with the proposed improvements;**
- **in the future, would like to see the design development of the flag pavilion and entrance marker; and**
- **at future presentations, would like to see a context and circulation analysis of the area at the entrance to better judge whether or not the entrance will serve its intended needs.**

To commemorate the Major League Baseball (MLB) All Star Game 2001, the Seattle Mariners have offered to contribute a legacy grant to facilitate improvements to Lower Woodland Playfield that DOPAR would not typically be able to do. The funds will be approximately half of the proceeds; the team is setting a benchmark of approximately \$ 800, 000. Lower Woodland Playfield is located west of Aurora Avenue North and south of Greenlake Way North. The existing regional facility accommodates seven athletic fields, including baseball (1), soccer (2), and softball (4) fields. There are also tennis courts.

The proposal would be developed in phases in order to provide improvements in a short time, in conjunction with the All Star Game. Phase I would allow improvements at the softball cloverleaf. Typical off-the shelf items would be used to make some final special touches to the cloverleaf area. Roofs would be installed on the four existing dugouts. The infields would be renovated as well, through soil conditioners and stabilizing bricks at the pitching mound, batter's box, and catcher position area. DOPAR also plans to install windscreens at the outfield fences to diffuse the distracting background. There will also be improvements to the dugouts. Phase II would focus on Field #1, the 90-ft youth baseball field, the parking area, and the athletic facility entrance along Greenlake Way North. At Field #1, improvements would be made to natural turf area, the synthetic infield area, the backstops, wind

fences, and outfield fences, and the pedestrian circulation behind the backstop area. DOPAR will improve the natural turf areas by aerating them and overseeding them. The synthetic surface will be placed in the heavily used infield area and batting cages. The foul lines and base lines will be inlaid. The typical backstops will be a J-style backstop, which is 28 ft high. The covered dugouts will be integrated into the backstops. The pedestrian hardscape, while it will continue in the same configuration, will be re-paved. There will also be an electronic scoreboard and five-tier bleachers. The lighting installation for Field #1 has also been submitted to the Department of Design Construction and Land Use (DCLU) and this has proven to be a long procedure. Phase II may be implemented at the same time as the Mariner Grant project.

Woodland Park is and Olmsted Park. DOPAR examined their files and the ballfields are consistent with the original plan. Through the design, DOPAR wanted to celebrate the fact that this is an Olmsted Park. DOPAR has proposed an entrance/ flag plaza at the intersection of 50<sup>th</sup> Street North, Greenlake Way North, and Stone Way. There would be flags, pylons (built of brick and cast stone), and wrought iron gates. DOPAR has proposed the pylons to mark the separation from the parking lot. The design vocabulary, the brick and cast stone, will reflect the scheduling office on the site. These improvements will benefit the entire park, rather than only the baseball fields.

### **Key Commissioner Comments and Concerns**

- Supports all of the improvements to the ballfields. Is concerned by the neo-classical design of the flag pavilion. Urges the team to present a full analysis of the functions of the park and explain how pedestrians approach the park, and explain the social spaces of the park and the areas in which people want to congregate. Encourages the team to design a place around these existing conditions. Is not convinced that this is a significant social gathering space. Does not believe that the pavilion relates well to the way the sports fields are used and approached by the neighborhood.
  - Proponents stated that this project is in the pre-schematic phase. Further stated that the team is still drafting the public involvement plan. This project process developed rapidly, and the team is simply trying to represent some of the possibilities.
- Believes that the flag pavilion serves as an entrance marker or identifier to passing motorists, rather than a gathering space.
  - Proponents agreed that the flag pavilion would mark the corner of the park. Further stated that most people using the fields would park in the parking lot, walk to this location and then into the fields. Community members would approach the fields from 50<sup>th</sup> Street from the east and west, and up Greenlake Way or Stone Way from the south; these paths would converge at the flag pavilion.
- Would like to know how this development will affect the community. Would like to know if there will be increased traffic and/or strangers.
  - Proponents stated that the facility would be maintained as a *youth* baseball facility. The hours of use would increase, but not significantly.
- Encourages the team examine how these changes will affect the community, rather than analyzing the improvements within the park. Would like to hear about the interface between this project and the local community. Encourages the team to present the aspects of the surrounding neighborhood that this project is responding to.
  - Proponents stated that as a regional facility, the benefiting community would be the citizens of Seattle.

- Is concerned with the aesthetic design approach of the flag pavilion. Appreciates the Olmsted brothers and their work, but does not believe this reason justifies this type of architectural intervention in a park in the 21<sup>st</sup> Century. Encourages the team to consider a modern, up-to-date aesthetic approach to that issue. Believes that the design should be appropriate to the neighborhood. Believes that the location is appropriate as an entry.
- Believes that, alternatively, there would have been some concerns had the proponents presented the project without an Olmsted reference.
- Believes that this is an opportunity to examine the east edge of the entire facility. This is an opportunity to define the park and the connection to the neighborhood and single residences on the east side of this park. At a future presentation, would like to see a reconfiguration of the parking entrances. These analyses may address some of the “neighborhood fit” issues.
- A representative from the Friends of Olmsted Parks stated their observations about the Lower Woodland Park Playfield improvements. Typically, entrance statements tend to be stone and/or a higher architectural finish, rather than brick. One of the critical aspects of Olmsted Parks is the circulation. The pylons are a visual statement that people must circulate through; they are not typical. Also, historically, there was a planting strip separating Greenlake Way from the parking. While this is not possible due to parking and lane needs, the group would like to see boulevard trees along this edge.